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Message Text

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16
ACTION ARA-20

INFO OCT-01 ISO-00 EB-11 CIAE-00 COME-00 DODE-00 DOTE-00

FMC-04 INR-10 NSAE-00 RSC-01 CG-00 COA-02 DLOS-06

SWF-02 PA-04 USIA-15 PRS-01 SP-03 L-03 AID-20 IGA-02

DRC-01 /106 W
---------- 089763
R 042142Z APR 74
FM AMEMBASSY SAN JOSE
TO SECSTATE WASHDC 6693
INFO AMEMBASSY GUATEMALA
AMEMBASSY MANAGUA
AMEMBASSY SAN SALVADOR
AMEMBASSY TEGUCIGALPA

UNCLAS SAN JOSE 1328

E.O. 11652: N/A
TAGS: ETRN, XK, ECON, CS
SUBJECT: PLANNING MINISTERS DISCUSS COOPERATION IN REGIONAL SHIPPING

REF: GUATEMALA 1891

1. THE LOCAL PRESS HAS NOT GIVEN MUCH COVERAGE TO THE MARCH 27-29 SAN JOSE MEETING OF CENTRAL AMERICAN PLANNING MINISTERS AND DIRECTORS. AN EDITORIAL IN APRIL 2 LA REPUBLICA DID, HOWEVER, DISCUSS A TOPIC WHICH APPARENTLY WAS CONSIDERED. THIS WAS THE NEED FOR GREATER COOPERATION IN THE MARITIME FIELD.

2. ACCORDING TO THE EDITORIAL, THE PLANNERS AGREED TO STUDY THREE COURSES OF ACTION RELATED TO THE MARITIME FIELD: (1) THE POSSIBILITY OF CONSTRUCTING A MERCHANT FLEET TO BE OWNED BY THE CENTRAL AMERICAN COUNTRIES, (2) THE RATIONALIZATION OF TRANSPORTATION SYSTEMS--PRESUMABLY THIS WOULD COVER AIR AND SURFACE TRANSPORTATION AS WELL, AND (3) THE POSSIBILITY
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OF JOINTLY CONTRACTING VESSELS FOR THE TRANSPORT OF THE

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REGIONS EXPORTS, WITH THE OBJECTIVE OF LOWERING COSTS.

3. THE EDITORIAL POINTED TO THE FOLLOWING OBSTACLES IN ACHIEVING THE FIRST OBJECTIVE: THE AMOUNT OF INVESTMENT REQUIRED, THE AMOUNT OF TECHNICAL EXPERTISE INVOLVED, THE PROBABLE OPPOSITION OF THE LARGE INTERNATIONAL SHIPPING CONFERENCES, AND THE BACKWARD CONDITION OF THE PORTS--AT LEAST IN COSTA RICA. IT THEN WENT ON TO SAY, HOWEVER, THAT THE PROPOSED ACTIONS ARE WORTHWHILE BECAUSE THEY WILL AID ECONOMIC DEVELOPMENT AND ASSIST IN STRENGTHENING THE TIES BETWEEN THE CENTRAL AMERICAN COUNTRIES.

4. COMMENT: THE OBSTACLES MENTIONED ABOVE ARGUE AGAINST THE PRACTICALITY OF CREATING A REGIONAL FLEET AND PAST DISCUSSIONS ALONG THIS LINE HAVE NOT PROSPERED. THERE DOES SEEM TO BE PLENTY OF ROOM ELSEWHERE FOR COOPERATION IN THE MARITIME FIELD, HOWEVER, AND IT CAN PROBABLY BE EXPECTED THAT COURSES OF ACTION SUCH AS SUGGESTED IN POINTS TWO AND THREE OF PARAGRAPH TWO WILL BE PURSUED, PROBABLY IN CONJUNCTION WITH OVERALL EFFORTS AIMED AT IMPROVING REGIONAL TRANSPORATION SYSTEMS.
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